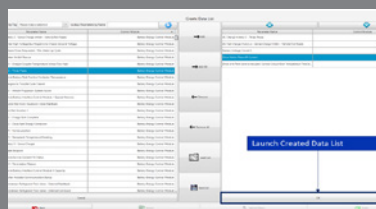


Gemini OTA Update for Google built-in



Google Gemini brings AI assistance to 2022-2027 Chevrolet, Buick, GMC and Cadillac models



Introducing GM Parts Connect

see page 6

Gemini OTA Update for Google built-in..... 2

TCSC Top Issues This Week..... 4

New 2026 Model Year Transmission Fluid Capacities Chart..... 7

Unable to Learn Trailer TPM Sensors..... 8

Information on 4WD Front Axle Disconnect DTCs Updated in SI..... 9

Gemini OTA Update for Google built-in

Google Gemini brings AI assistance to 2022-2027 Chevrolet, Buick, GMC and Cadillac models equipped with Google built-in (RPO IVE, IVD, IOK) — approximately four million vehicles in the U.S. are eligible for the update. Gemini is available via an Over-the-Air (OTA) update through the vehicle's infotainment system.

With Gemini, which replaces Google Assistant, owners can speak naturally in a back-and-forth conversation without memorizing commands for help with navigation, communication and in-vehicle controls. Gemini understands context, handles follow-up questions, and keeps getting smarter over time. Ask Gemini to:

- Summarize, read and respond to texts — without touching your phone.
- Create playlists that match your mood or the scenery on a road trip, including podcasts. Or stream a quick show using the in-vehicle apps.
- Say “Hey Google” for help with simple tasks, such as directions, recommendations or musical selections, or to learn more about various vehicle systems or make adjustments, including climate control settings.
- Ask for more information about a destination.



Google Gemini

REQUIREMENTS FOR GEMINI

Google is releasing the optional (opt in) upgrade to Google Gemini as an update to the Google Assistant app in the Google Play Store. The initial launch is in the U.S. only. The update will come via a Play Store update to the Google Assistant app. However, some preconditions must be met first.

To use Gemini, the following settings must be enabled:

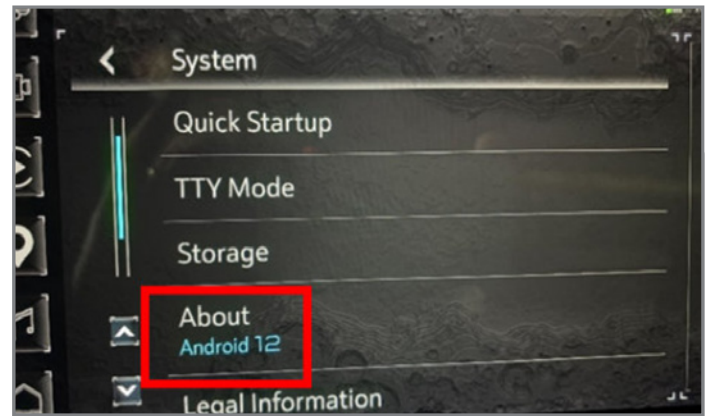
- Connected to OnStar
- Signed in to the Google Play Store
- Using U.S. English as your assistant language
- Opted in to Gemini

CHECK SOFTWARE LEVEL

The Infotainment software for the Gemini update must be Android 11 or higher.

- All 2025 model year and newer vehicles with Google built-in are capable of Gemini out of the factory.
- All RPO IVD/IVE infotainment systems with Google built-in are capable of Gemini out of the factory.

Check the software level by going to Settings > System > About. If the software level is Android 10 or below, a software update is needed.

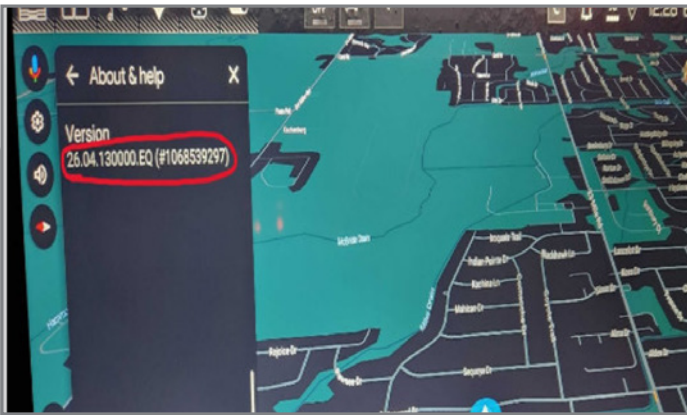


The Infotainment software for the Gemini update must be Android 11 or higher.

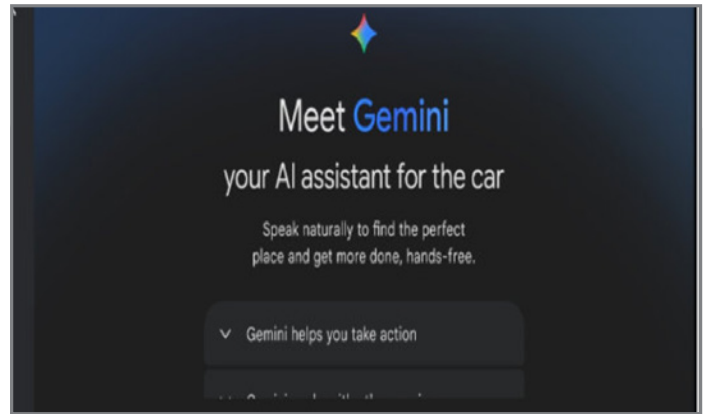
CHECK MAP VERSION

The Google Maps version must be 26.02.160000.E or higher. Version convention is YY.MM.DDHHMM.

Google Maps is updated via the Play Store. However, you cannot search for it in the Play Store. To check the Maps version and force an update, open the Maps app, tap the Settings gear icon, and go to About & Help > Version. Tap the version number to open the Maps page in the Play Store and update the app, if available.



The Google Maps version must be 26.02.160000.E or higher.



The customer must consent to use the Gemini app.

GOOGLE ASSISTANT APP

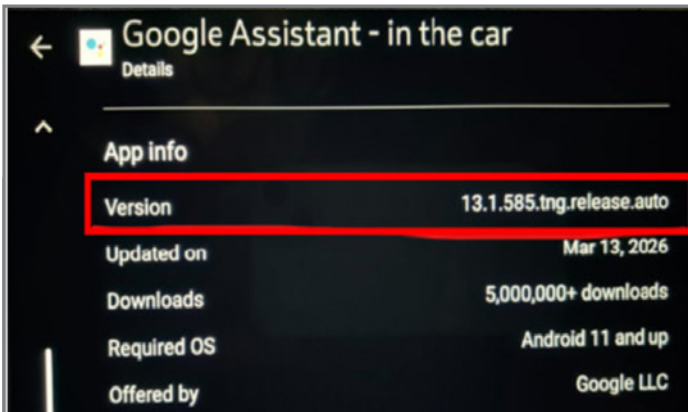
Gemini is not a separate app in the Play Store. It is an opt-in experience within the Google Assistant app.

To opt in, open the Play Store app on the infotainment home screen and then tap the menu icon in the top-right corner of the screen. Select My Apps and then select Updates to see any pending updates. Tap Install to begin any updates.

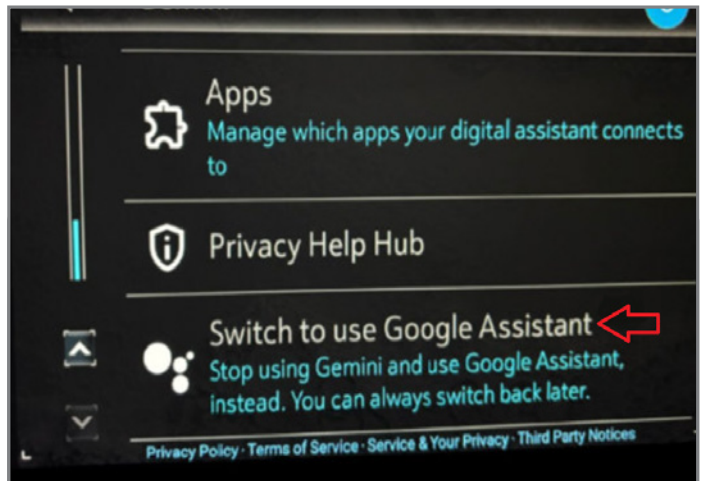
TIP: If a pop-up appears for Gemini, do not accept on behalf of the customer. The customer must consent to use the Gemini app. If the customer is not available, the opt-in screen can be accessed later under Settings > Google.

SWITCHING TO GOOGLE ASSISTANT

Gemini is an optional experience and preferences can be switched to Google Assistant after opting in to Gemini. To do so, go to Settings > Google > Gemini. Scroll down to select Switch to use Google Assistant.



The Google Assistant app version for the Gemini opt-in must be 13.1.618.RC09 or higher. The example shown requires an update.



Preferences can be switched back to Google Assistant after opting in to Gemini.

The Google Assistant app version for the Gemini opt-in must be 13.1.618.RC09 or higher. Update the app if needed.

If the version number is lower than 13.1.618.RC09, and an update is not available, the customer's Google Account has not been added to the ramp up yet. Overall timing may change and is not determined by GM. Play Store apps will automatically update in the background. Once the app is updated, the opt-in screen for Gemini will appear on the next ignition cycle. App Downloads and Auto-Update Apps should be set to "Over any network" in the Play Store settings.

For more information, refer to Bulletin #26-NA-127.

Note: Google and Gemini are trademarks of Google LLC. Google Gemini and Gemini Live will be available in a future update. Features may differ depending on subscription, and results may vary. Some connected apps require setup. Compatibility and availability varies. 18+.

► Thanks to TJ Jeong

TCSC Top Issues This Week

The Techline Customer Support Center (TCSC) is available to help dealerships with diagnostic and programming issues related to Techline Connect (TLC) and the Service Programming System (SPS).

TCSC has now released their latest tips to help technicians when using Techline Connect applications. Look for the latest tips on TechLink each week.

To get the most out of Techline Connect, be sure to review the following items before making a call to the TCSC.

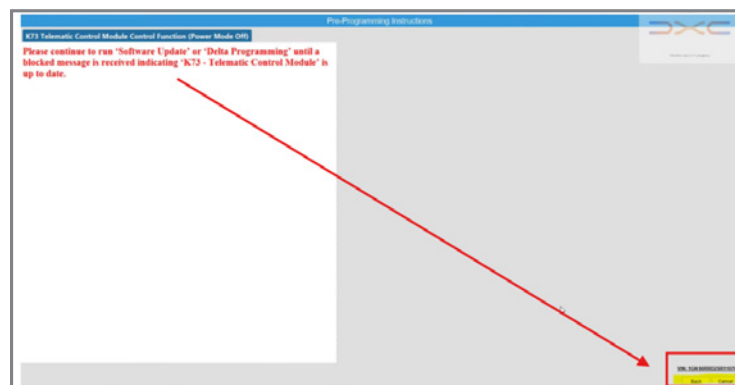
The following information covers current issues and trends facing dealerships as of June 11, 2026.

WEEKLY ISSUES

1. NEW – OnStar Next Button Disappearing after Delta Programming

Pre-programming instructions for OnStar may indicate to run Delta programming multiple times until SPS2 indicates a same-calibration block. However, users are seeing that the Next button disappears after Delta programming instead of providing a same-cal-block message as indicated. As a result, it's not possible to proceed with further programming.

The missing Next button indicates that the OnStar Delta programming is up to date and the next programming steps can be attempted.



2. MDI/Scan Tool Disconnecting in SPS2, Showing Status: Disconnected in TLC

Users may see the MDI/scan tool disconnect/reconnect rapidly in SPS2, causing issues with connectivity. GM is aware of this issue and is actively investigating.

To potentially resolve this issue, disconnect the scan tool, reboot the tool, and then reconnect.

3. EPC Showing Incorrect Radio Hardware for 2025 Blazer EV

Users report that the Electronic Parts Catalog (EPC) is directing to an incompatible part for 2025 Blazer EV.

PN 85852385 is not compatible with the 2025 Blazer EV. Please order PN 85791702 instead.

GM is working on correcting the EPC to show the correct hardware.

Note: If you are unable to place an order for PN 85791702, please reach out to Service Parts Assistance Center (SPAC).

4. 2021 Tahoe, Suburban, Yukon, Escalade, Corvette, Envision, CT4, CT5 Unable to Complete SDAC (Serial Authentication Data Configuration) #PIT6507

There is currently a known issue affecting some 2021 vehicles where the SDAC may fail. The radio, IPC, or Telematics (OnStar) modules may be the cause of these failures.

DO NOT REPLACE THE MODULE. This is a known SPS issue and the current workaround is to disconnect the SDGM X3 connector and re-attempt SDAC. Refer to #PIT6507 for more information, including affected vehicles.

Engineering is aware of this concern and working on a permanent resolution.

5. 9G8 (DRL/AHL Disable), SK4 (Engine Idle Timeout), UTQ (Content Theft), BCN (Retail Locking) and 6N6 (Rear Window Disable) Not Yet Available on 2026 Vehicles

Calibrations for RPOs 9G8, SK4, UTQ, BCN and 6N6 are not yet available for model year 2026 vehicles but are planned to be released. However, there is not currently an ETA.

CONTINUED ON PAGE 5

Note: RPO SK4 calibrations are now available for T1 Trucks (Silverado, Sierra). T1 SUV (Tahoe, Suburban, Yukon, Escalade) is still being worked on.

COMMON ISSUES AND HELPFUL INFORMATION

1. NEW – 2000-2010 Saturn (Any Model) or Pontiac Solstice Experiencing Issues in Techline Connect

There is currently a known issue with nearly all model year Saturn vehicles and the Pontiac Solstice where various issues may occur in Techline Connect, including E-6223, E-4399 on PCM/BCM, vehicle stuck in Park after programming ECM/TCM modules, or the vehicle thinking it is Manual when it is Automatic. Please reach out to TCSC with any programming issues.

2. 2019-2021 Trax IPC Programming Issue

GM is aware of an issue affecting 2019-2021 Trax models where a replacement IPC may fail with E-4491 and line/op/error indicate (X, B0, 85).

This issue is currently being investigated by Engineering. Please reach out to TCSC if you are experiencing this issue.

3. ECM/Radio/IPC Part Missing from SPS2 Part Dropdown

When performing IPC Graphics programming, Radio USB, or ECM programming, you may be prompted in SPS2 to select "Service Hardware." However, this is misleading.

- For IPC Graphics programming, use the "Boot Software Part Number 1" found in GDS2 under Identification Information.
- For the Radio USB Programming, use the "Calibration Part Number 1" (also may be called "Application Part Number 1") found in GDS2 under Identification Information.
- For the ECM, use the "Calibration Part Number 1" (also may be called "Software Module Part Number 1") found in GDS2 under Identification Information.

4. 2015+ Chevrolet Express SOSM E-4399 Issue and ECM VIN Write Issue

GM is aware of a known issue where programming current/replacement SOSM modules (Left/Right) will cause an E-4399 in SPS2, despite the modules having communication.

Additionally, the VIN may not write on a replacement ECM successful programming events.

Please reach out to TCSC for a VCI to correct either concern.

5. Bulletin #24-NA-098: SPS Best Practices and Programming Error Troubleshooting

Document ID: 6662319 has been published to assist with common programming errors, descriptions and recommended helpful/general troubleshooting for SPS errors. Please refer to this page if you encounter a programming error within SPS2/TLC.

6. E-9111 or E-9113/E-9114 TCM/MCVM Operation Errors

An E-9111 or E-9113/E-9114 error may occur when programming the TCM, or after replacing the transmission assembly/valve body, and entering the TUN/PUN under MCVM Operations in SPS2.

The error is caused by a mismatch in data between the vehicle's TUN/PUN and the TUN/PUN uploaded in the GM database. Please ensure:

- The complete TUN/PUN number is entered.
- The TUN/PUN is in capital letters.
- The number zero (0) is not a letter "O".
- There are not any typos, extra characters, or spaces.

If the TUN/PUN is correct, open a case with TCSC and attach a clear picture of the replacement TUN/PUN in the case, as TCSC will require these to work with Engineering and have the issue addressed.

If you are receiving these errors via programming and the TUN/PUN was not replaced, TCSC may still require the TUN number.

7. Front View Camera Programming or Camera Learn Issues Specific to 2024 Colorado and Canyon (ZR2)

There is currently a known issue with the Front View Camera involving ONLY 2024 Colorado/Canyon built with ZR2 and UHY, and without UWI, UKW, or ULV.

The Front View Camera may fail to program or set loss of communication codes such as DTC U0265. The camera learn also may fail in GDS2 with various errors.

A VCI is required to correct this problem. Please reach out to TCSC for this fix.

HOW TO CONTACT TCSC

- U.S. ONLY: Assistance can be provided by using the CX Connect portal in Global Connect. If additional support is needed once the CX Connect case is created, contact TCSC at 1-800-828-6860. For U.S. only, a case is required for phone support.
- Canada: Contact TCSC at 1-800-828-6860 (English) or 1-800-503-3222 (French).
- All other regions: Contact your regional Technical Assistance team for Global Techline Support.

► Thanks to the Techline team

Introducing GM Parts Connect

A PREVIEW OF THE NEW PARTS CATALOG COMING SOON



GM dealership service and parts operations will soon see a significant shift in how parts are identified, cataloged, and integrated into the repair process — all designed to help users intuitively find the right parts faster. With the upcoming release of the new GM Parts Connect, GM is introducing a next-generation platform that consolidates systems, reduces manual processes, and improves overall service efficiency.

Rather than functioning as a traditional Electronic Parts Catalog (EPC), GM Parts Connect has been developed as a unified system that integrates multiple dealer systems into one platform. Users will experience fewer clicks and windows, no copy/pasting VINs or part numbers, and less manual data entry, leading to fast, accurate access to the parts information every service team depends on.

The release of GM Parts Connect is scheduled for July 10. To support adoption, there will be a transition period of approximately two weeks during which dealerships will have the ability to run either the legacy EPC system or the new GM Parts Connect. During this time, users will be able to toggle between systems using built-in links, allowing side-by-side comparison and gradual transition without disruption to service operations.

Dealer feedback has been incorporated throughout development of the new system, with pilot participation exceeding 500 users. And ongoing user input will continue to play a role in refining system performance and functionality following the launch with multiple portals being updated over time.

MODERNIZED SEARCH CAPABILITIES

GM Parts Connect will introduce a redesigned interface focused on usability and efficiency, incorporating elements tied to vehicle-specific categories that will enable users to locate components more quickly.

The platform will provide expanded search flexibility, including:

- VIN, license plate, or repair job-based lookup
- Diagnostic Trouble Code (DTC) search to identify commonly replaced components
- Natural-language search supporting alternate terminology, multiple names and misspellings
- Voice and image-based search using device input capabilities

These enhancements are intended to improve accuracy in part identification while reducing reliance on exact part numbers.

INTEGRATED REPAIR INFORMATION

In addition to improved search functionality, GM Parts Connect will provide embedded access to repair-related data at the point of parts identification. High-resolution and interactive 3D part images will help provide visual validation of the correct parts as well as related parts for an application. In addition, users will have access to repair procedures, labor times and required special tools.

CONTINUED ON PAGE 7

New 2026 Model Year Transmission Fluid Capacities Chart

The latest TechLink reference chart is now available covering transmission fluid capacities for the 2026 model year. The 2026 Transmission Fluid Capacities chart can be viewed under the Reference Charts menu.

The chart includes transmissions, RPO, capacity specifications (liters and quarts) and fluid requirements for 2026 Chevrolet, Buick, GMC and Cadillac models.

For additional information on the appropriate transmission fluid for a particular transmission application, refer to the Service Information. Under the Maintenance Items link at the top of the Service Category Type page, links are provided for the Approximate Fluid Capacities, Fluid and Lubricant Recommendations, and Transmission Fluid Drain and Fill procedures. In addition, the Maintenance Items page provides quick access to a variety of other maintenance information.

More information also can be found in the Owner's Manual, available from the Vehicle Publication page in Service Information.

► Thanks to Mark Gordon, Matt Razz and Marty Leach

MODEL	TRANSMISSION	RPO	FLUID CHANGE CAPACITY		FLUID
			LITERS	QUARTS	
BLAZER	PT60	MST	5.0 - 6.0	5.3 - 6.3	DEXRON-VI
	PT65	MFV	5.0 - 6.0	5.3 - 6.3	DEXRON-VI
COLORADO	8L80	MPC	7.0	7.4	DEXRON-HP
CORVETTE	DCT TR9080	M1L	11.4 (Overhaul)	12.1 (Overhaul)	TITAN EG FFL-4
	STROKAY				
CORVETTE Z58	DCT TR9080	M1M	11.8 (Overhaul)	12.6 (Overhaul)	TITAN EG FFL-4
	DCT TR9080	M1H	11.4 (Overhaul)	12.1 (Overhaul)	TITAN EG FFL-4
CORVETTE Z51	FWD Transaxle	HP1	2.5	2.6	DEXRON ULV
	DCT TR9080	M1K	11.9 (Overhaul)	12.6 (Overhaul)	TITAN EG FFL-4
CORVETTE Z51K	DCT TR9080	M1P	11.4 (Overhaul)	12.1 (Overhaul)	TITAN EG FFL-4
	FWD Transaxle	HP1	2.5	2.6	DEXRON ULV
EQUINOX	VT40	MRQ	7.0	7.4	HP CVT
	BT45	MCH	5.0 - 6.0	5.3 - 6.3	DEXRON VI
EXPRESS	8L90	MTH	7.0	7.4	DEXRON HP
	8L90	NSX	7.0	7.4	DEXRON HP
LOW CAB FORWARD	8L90	NEX	11.8 - 12.0	12.5 - 12.7	DEXRON HP
	Allison 1000 RES	MW7	12.8	13.5	TES-295 or TES-668
	Allison A465	WP7	13.7	14.5	Automatic Transmission Fluid (Not DEXRON III)
	Allison 2500 RD5	MPQ	14.0	14.8	TES-668
SILVERADO 1500	8L80	MPC	7.0	7.4	DEXRON HP
	10L80	MGB	7.7	8.1	DEXRON ULV
	10L80	MOC	7.7	8.1	DEXRON ULV
	10L80	MHT	7.7	8.1	DEXRON ULV
	10L80	MR2	7.7	8.1	DEXRON ULV
	10L80	MMS	7.7	8.1	DEXRON ULV
SILVERADO 2500/3500 HD	10L1000	MMM	13.6	14.4	DEXRON ULV
	10L1000	MGM	13.6	14.4	DEXRON ULV
	10L1000	MGU	13.6	14.4	DEXRON ULV
TAHOE/SUBURBAN	10L80	MCC	7.7	8.1	DEXRON ULV
	10L80	MNG	7.7	8.1	DEXRON ULV
TRAILBLAZER	VT40	MRQ	7	7.4	HP CVT
	BT45	MFP	5.0 - 6.0	5.3 - 6.3	DEXRON VI
TRAVERSE	8T65	MFB	5.0 - 6.0	5.3 - 6.3	DEXRON VI
TRAX	8T40	MNH	4.0 - 6.0	4.2 - 6.3	DEXRON VI

GM PARTS CONNECT, FROM PAGE 6

TRAINING AND DEPLOYMENT SUPPORT

To support the July rollout, GM has established a structured training and deployment strategy designed to ensure a smooth transition for dealership personnel.

A range of instructional materials will be available, including:

- "What's New" updates highlighting system features and functionality
- Context-sensitive help embedded within the application interface
- Integrated, short training videos focused on specific tasks
- Supplemental learning opportunities, including lunch-and-learn sessions and recurring "tip of the week" content.

Plus, while using the application, real-time assistance will be available through online chat as well as traditional phone and email-based support.

LAUNCH COMING SOON

GM Parts Connect will be deployed as a web-based application, providing access to current GM parts data without requiring local installation or manual updates.

Additional enhancements to GM Parts Connect are already scheduled for future updates, including integration with Parts Workbench, D2D Link, and Warranty systems, along with expanded access to Service Information and schematics.

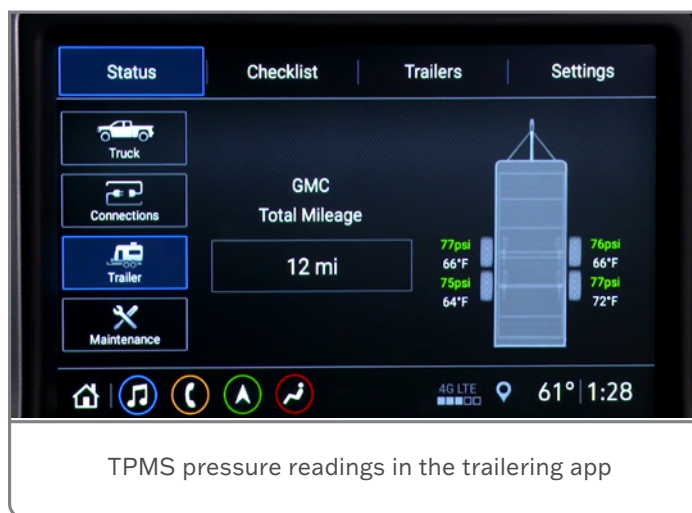
By combining enhanced search functionality, embedded repair context, and expanded system integration, the new GM Parts Connect is designed to enhance both efficiency and accuracy across parts and service operations. Look for more information about the launch of GM Parts Connect coming soon.

► Thanks to Nicole Schulz

Unable to Learn Trailer TPM Sensors

It may not be possible to learn the Trailer Tire Pressure Monitor (TPM) sensors to some 2024-2026 Silverado 2500HD/3500HD and Sierra 2500HD/3500HD trucks or the TPMS pressure readings may not appear consistently in the trailering app on the infotainment screen.

These conditions may be due to the animated tail lamps on the truck, which may cause radio frequency interference with the Trailer TPM system.



FACTORS AFFECTING THE TRAILER TPM SYSTEM

A number of factors may affect Trailer TPM performance, such as tire construction, wheel design and material, and the distance of the Trailer TPM sensor to the TPM module.

Heavy-duty construction tires with multiple sidewall plies can act like an insulator and block the TPMS signal. Heavy-duty wheel construction, such as forged aluminum wheels, also will decrease sensor transmitting performance.

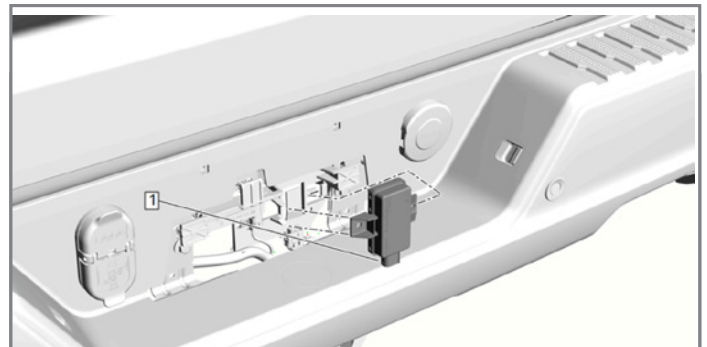
The distance of the trailer axle to the rear bumper of the truck will affect TPMS performance as well. The trailer tire pressure sensors can transmit up to 23 feet (7 meters) from the hitch receiver of the vehicle.

Before a defective sensor is replaced, complete the learn procedure for all sensors to make sure the DTC was set for the correct position on the trailer. The wheels may have been

exchanged before without learning the new positions.

Review Trailer Tire Pressure Monitoring under Trailering Description and Operation in the appropriate Service Information before proceeding with any repairs.

TIP: The trailer tire pressure sensors can be learned only for the selected trailer profile. When the tire pressure sensor setup is complete, a double horn chirp will be heard and the turn signals will illuminate twice. If a double horn chirp is not heard, confirm that all of the tire pressure sensor parameters display YES.



Trailer tire pressure indicator module located in the rear bumper

TAIL LAMPS

If the cause of the Trailer TPMS malfunction is not found, confirm that the truck currently has the animated tail lamps, and then replace the tail lamps with the parts included in Bulletin #26-NA-143. The tail lamp animation of the new LED-style tail lamps will be different from the original tail lamps.

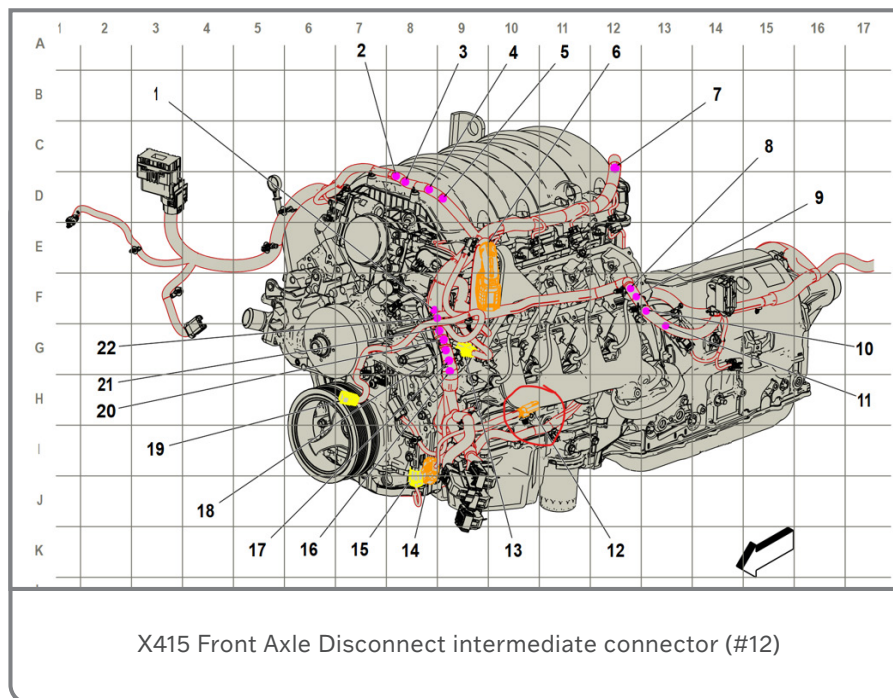
Replacing the tail lamps will require Body Control Module (BCM) and K219 Lighting Control Module (ELM) reprogramming for proper operation. Contact the Techline Customer Support Center for the BCM and ELM calibrations. Refer to the appropriate Service Information for instructions.

For more details, including parts information, refer to Bulletin #26-NA-143.

► Thanks to Kevin Minor

Information on 4WD Front Axle Disconnect DTCs Updated in SI

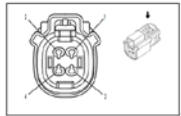
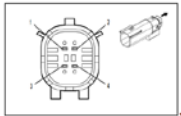
NEW DIAGNOSTIC STEPS ADDED FOR 4WD FRONT AXLE DISCONNECT DTCs C118D, C10BA, C116F AND C119C



GM Engineering has identified a previously missing connector interface that requires inspection and circuit verification if a vehicle is serviced for any of the 4WD Front Axle Disconnect DTCs that may set on 2020-2026 Silverado 2500HD/3500HD and Sierra 2500HD/3500HD models and 2023-2026 Colorado and Canyon models.

Service Information for DTCs C10BA (Secondary Axle Motor Relay Control), C116F (Four Wheel Drive Wheel Lock Indicator), C118D (Front Axle Actuator Control) and C119C (Signal Incorrect After Event) has been updated with additional circuit/system inspection and verification steps in order to accurately identify the root cause of each DTC.

#1203 Colorado Case Selector (4WD Control Switch, Wiring Harness, Extension Harness, In-Center Wiring Harness, 1000 / 4000)

Connector Part Information

415 Case Selector (4WD Control Switch, Wiring Harness, Extension Harness, In-Center Wiring Harness, 1000 / 4000)

415 Case Selector (4WD Control Switch, Wiring Harness, Extension Harness, In-Center Wiring Harness, 1000 / 4000)

Description: 4 Way 7.5 Pin Series, Shielded (C)

Connector Part Information

415 Case Selector (4WD Control Switch, Wiring Harness, Extension Harness, In-Center Wiring Harness, 1000 / 4000)

415 Case Selector (4WD Control Switch, Wiring Harness, Extension Harness, In-Center Wiring Harness, 1000 / 4000)

Description: 4 Way 7.5 Pin Series, Shielded (C)

Terminal Type ID	Terminal Label	Diagnostic Test Order	Terminal Electrical Load
1	Not Required	1 (2000-04-1000)	No Test Required
2	Not Required	2 (2000-04-1000)	No Test Required

#1203 Colorado Case Selector (4WD Control Switch, Wiring Harness, Extension Harness, In-Center Wiring Harness, 1000 / 4000)

Pin	Size	Color	Circuit	Terminal Type ID	Option	Function	Pin	Size	Color	Circuit	Terminal Type ID	Option
1	0.5	Blk	4000	1	---	Ground	1	0.75	Blk	4000	1	---
2	0.5	16 / 16m	1000	2	---	4WD Lock/Release Indicator Control	2	0.5	16 / 16m	1000	2	---
3	0.5	Grn	8000	3	---	Secondary AWD Motor Ground	3	0.75	Grn	8000	3	---
4	0.5	027 / Blk	1570	4	---	Front Axle Actuator Control	4	0.5	027 / Blk	1570	4	---

415 Connector pinout information

- On Silverado and Sierra models, the X107 inline harness connector interface has been added to Service Information.
- On Colorado and Canyon models, the X415 inline harness connector interface has been added to Service Information.

5. Verify the scan tool parameter:

- All Wheel Drive = Normal
- AWD Input-Output Circuit Status = Okay
- Perform the action while monitoring the parameter: = The parameter state should not change.
- Wiggle the harness and connector(s): K69□Transfer Case Control Module
- Wiggle the harness and connector(s): M26□Front Drive Axle Actuator
- Wiggle the harness and connector(s): X107 Inline Harness Connector

⇒ **If the parameter state changes**
 Repair as necessary » Wiring / Terminal(s) / Electrical Connector(s)

⚡ **If the parameter state does not change**

6. Verify DTC□C10BA, C116F, C118D, C119C is not set

Front Axle Disconnect DTC update in SI.

WIGGLE TEST

Due to the potential for intermittent failure with these interfaces, a “wiggle test” has been added to the circuit/system verification steps, which calls to check for intermittent connections that may be evident only when the vehicle is being driven.

Wiggle the harness and connector of the specified components while monitoring the All Wheel Drive and AWD Input-Output Circuit Status parameters on the scan tool. The parameters should not change while wiggling the harness and connector. If the parameters change, repair the wiring or connector as needed.

For additional information, refer to Transfer Case Diagnostic Information and Procedures in the appropriate Service Information.

► Thanks to Barnabas Bancsov and Fred Brendel



GM TechLink is published for all GM retail technicians and service consultants to provide timely information to help increase knowledge about GM products and improve the performance of the service department.

Publisher:
 Rick Miller
 GM Customer Care and Aftersales

Editor:
 Paul Bielecki
 GM Customer Care and Aftersales

Technical Editor:
 Mark Spencer
 mspencer@gpstrategies.com

Production Manager:
 Marie Meredith

Creative Design:
 5by5 Design LLC
 dkelly@5by5dzn.com

Write to:
 TechLink
 PO Box 500, Troy, MI 48007-0500

GM TechLink on the Web:
 GM Global Connect

General Motors service tips are intended for use by professional technicians, not a “do-it-yourselfer.” They are written to inform those technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions and know-how to do a job properly and safely. If a condition is described, do not assume that the information applies to your vehicle or that your vehicle will have that condition. See a General Motors dealer servicing your brand of General Motors vehicle for information on whether your vehicle may benefit from the information. Inclusion in this publication is not necessarily an endorsement of the individual or the company. All information contained herein is based on the latest information available at the time of publication and is subject to change without notice.
 Copyright © 2025 General Motors. All rights reserved.